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The Daily Press.

HONGKONG, APRIL 3RD, 1913.

A recent Resolution on Education by the Government of India begins with the statement that "the defects of the Educational systems in India are well known and need not be stated." This is an observation equally applicable to the Educational system in Hongkong, but the business of the Government here, as in India, is, if possible, to remedy those defects, and, in the belief that any suggestions that may be offered on the subject will be welcomed by the Government, we published recently a contributed article which appeared to embody some useful advice and to-day we print another. It does not, however, touch upon an important phase of the subject which we consider calls urgently for consideration. We refer to the Oxford Local Examinations. This year a record number of entries for these Examinations has been received, the number exceeding 400. The fees for this year's entries must amount to considerably over \$4,000. Here is a sum of money which every year leaves the Colony and brings little in return. For it must be remembered that only a very small percentage of boys who are eligible really do enter for these examinations. In one school where the roll each year exceeds 400, the average yearly entry for such examinations falls short of 20. Of the boys in the classes that do nothing but prepare for the Oxford Examinations, not more than one-third of the students put themselves forward for examination. The reason

for this is obvious when we consider that the examination fee for a Preliminary Certificate is \$7.25 and that for the Junior and the Senior \$13.25. It is not that the students cannot find the amount; it is rather that they are unwilling to throw away money for a certificate which they recognise to be valueless. For the truth is, that an Oxford Certificate is practically useless to a Hongkong boy. There is a choice of some thirty subjects in the examinations, and a certificate is given if a candidate passes in five out of the thirty subjects. If the five subjects were chosen with a view to doing the best for the education of the student, the certificate would be of some little value. But the subjects chosen are those which will give the student an easy pass, regardless of the value of the course of study which would help the boy to earn his living or in any way benefit him in after life. In some schools—and these not Church schools—the students take Religious Knowledge as a subject, not we understand, that they may admire the Bible or derive good from it, but plainly and frankly to secure an easy pass. That great defect of an educational system, the leakage of pupils, is traceable in this Colony to the Oxford Local Examinations. Each year hundreds of beginners enter the lowest classes of the schools here, yet the numbers in the highest class may not exceed half-a-dozen. Every school loses hundreds of pupils every year who have not proceeded beyond the most elementary classes. They stay for a few years and then disappear. Why? Because they now see to what their education is leading. Everything points to Oxford Examinations and the pupil himself is sacrificed. If he leaves school now he saves both time and money. If he stays on and does not enter for the Oxford Examinations, then he is openly neglected. The teacher must give extra attention to the Oxford candidates. What is more natural than for him to give all his energy to these candidates and to neglect those who do not contemplate the Oxford Examinations? The Oxford candidates do him some little credit, the others bring him nothing. But are not the Oxford classes examined by the Education Department before the Government gives the school a "grant"? They are not, and this failure to examine the higher classes is in itself a condemnation of the Education Department. What, then, is the remedy for this non-education, this serious leakage, and this neglect of so large a majority of Hongkong's students? The cure lies in the hands of the Government. The Government should reform the Education Department, and institute a thorough system of examinations, both oral and written, which would displace entirely the Oxford Examinations. The first forward move of the Government (after the Education Department has been reorganised) should be to establish an examination compulsory for all Hongkong scholars, on the lines, say, of the Qualifying Examination of the Education Department in Scotland, this examination to be taken by all pupils at the end of the elementary school course, and to be conducted entirely by the (reorganised) Department. The Oxford Junior and Senior Examinations should be replaced by Government Examinations on the lines of the Lower and Intermediate Leaving Certificates, respectively, of the Scottish Education Department. In this matter the Hongkong University authorities might step in with immense advantage to the name and to the funds of the University. If the Government is unwilling to supply the money for the establishment of a proper Education Department, if it cannot supply the money to institute these examinations without fees chargeable to the students, and if it is unwilling to obtain the money by demanding a fee to cover expenses, then the Hongkong University has the field to itself. The Hongkong University authorities could establish these examinations and charge fees which would leave a large margin of profit, and yet be much lower than the fee demanded by the Oxford Local Examinations. The great majority of Hongkong's students would be eager to possess a certificate from their own University, and if the examinations were such that a certificate would be some measure of the student's ability, there is every reason to believe that a certificate from the Hongkong University would be recognised and accepted as a valuation of the student throughout the South of China. We commend this suggestion to the earnest consideration alike of the Government and the Faculty of the University.

The flags on the warships in the harbour yesterday were half-masted as a token of respect on the interment of the King of Greece.

A social gathering of members of the Union Church was held last night for the purpose of welcoming the Rev. and Mrs. J. Kirk Macdonald.

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Suit has been brought at Singapore by the owners, master and crew of the steamship *Penang* for salvage consideration to the amount of \$130,000 against the T.K.K. *Soya Maru*, her cargo and freight.

The Hongkong Depot of the Nestlé and Anglo-Swiss Condensed Milk Co. announce on page 10 the result of a local rhyning competition relating to Nestlé's and Kohler's chocolates.

At the Magistracy yesterday Vincent Wicks, a naval policeman, and Laurence Shein, from H.M.S. *Flora*, were charged with assaulting a ship's cook at the bar of the Imperial Hotel. It was alleged that they struck the Chinese cook because he used bad language to them. The charge was dismissed.

The profits made by the Yangtze Wharf and Godown Company, Limited, remarks a Shanghai contemporary, have been gradually decreasing year by year. The dividends paid during the last few years have been as follows:—1907, 18 per cent.; 1908, 15 per cent.; 1909, 15 per cent.; 1910, 8 per cent.; and 1911, 4 per cent. For the twelve months ended December 31st no dividend at all can be paid.

Legion Lieut.-Col. R. Bate, F.R.G.S., Commandant, Legion of Frontiersmen, Far East, informs us that Sub-Unit Leader Morgan-Owen, Shanghai, has created a world's record at Revolver shooting, scoring 197 out of a possible 200. Both hands were used in the contest. We are also informed that the Stanhope Gold Medal for the most gallant in 1912 was awarded to Frontiersman D. Palmer, another member of the Far Eastern Command. Frontiersman Palmer already possesses the silver medal of the Royal Humane Society.

THE YANGTZE INSURANCE ASSOCIATION CO.

Messrs. Shewan, Tomes & Co., agents for the above Association, are advised by cable that the directors will recommend at the general meeting a dividend of 25 per cent.

THE BANDMANN OPERA COMPANY.

Another crowded audience, including H.E. the Governor and H.E. Vice-Admiral Jerram, greeted the Bandmann Opera Company at their performance of "The Girl and the Taxi" at the Theatre Royal last night. The Company's presentation of this popular and witty piece delighted the House, which expressed its unmitigated appreciation by generous applause. The many brilliant epigrams in the play, and the amusing situations were well emphasised by the good work of the artists.

As "The Girl," Miss Moyna Hill was vivacious and bewitching. Mr. Fred Coyne was excellent as Baron Daury, "newly elected to the French Academy," whose obsession is a particularly peculiar one on the subject of heredity. Mr. Alfred Frith, as usual, greatly tickled the risibilities of his audience. Mr. James McGrath, as Lieutenant Rene, Mr. Thomas Pauncefort as Hubert, "the gay young dog," Miss Violet Frampton as Jacqueline, and Mr. Victor Gouret as Monsieur Pomarel, husband of "The Girl," lent admirable support. To-night the comedy will be repeated.

LOVE OF GAMBLING.

BATTLESHIP DECKS STREWN WITH BETTING COUPONS.

A picture of the decks of battleships strewn with betting price lists and coupons was drawn at a special meeting of the Council of the Charity Organisation Society, held in London, to consider the problem of gambling. It was attributed to "one of England's best known Admirals." The speaker who quoted this authority, Mr. John Hawke of the Anti-Gambling League, asserted that the state of affairs was just as bad in the Civil Service, particularly in the Post Office, and amongst the police.

The Rev. Edward Lytton, headmaster of Eton College, who has for a long time been connected with the Anti-Gambling League, wrote:—"Latterly I have come to see that the spread of gambling is due to deep-seated causes which cannot be remedied by any superficial measures. I mean the undermining of home life and the feeble hold of religious principles in all classes."

Canon J. W. Horsley wrote: "I once coined an epigram: 'Crime is condensed beer.' One might now say: 'Folly is consolidated coupons.'" (Loud laughter.) Mr. J. A. Spender said that, generally speaking, the Press was ripe for the proposals in connection with advertisements made in Lord Newton's Bill. There was no habit which appeared to be so universal in human nature as some kind of speculation, and they were all in a considerable muddle about the ethics of the question.

A speech made by Mr. Gerald Wellesley, of the Eton Mission, created a little sensation. It was, he said, his conviction that no amount of legislation, good, bad, or indifferent, could make any difference to the amount of gambling that went on; the love of gambling was so ingrained in the British working classes. He was absolutely opposed to legislating against gambling, for that which had already been passed had not been of the slightest use.

There were dishonest men in most trades, he added; but a more generous and kind-hearted lot of men than the bookmakers it would be impossible to find. He did not for one moment support gambling, but the evil would be better remedied by sound advice.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

NAVAL DEMONSTRATION AGAINST MONTENEGRO.

It is reported from Vienna that five Austrian battleships and cruisers and one destroyer were twenty miles off Antivari on Monday night and an infantry regiment embarked at Zara for a southern destination.

It is still doubtful which of the Powers will participate in the naval demonstration against Montenegro. It is asserted in Paris that neither France nor Great Britain will join therein. France is sending a battleship to Corfu merely because Great Britain is sending two warships thither.

Reuter re-affirms that it is the unanimous opinion of the Powers, failing Montenegro's compliance, that a naval demonstration will be necessary, and communications with that object in view are passing between the different capitals.

A Malta message states that the British cruiser *Defence* has been ordered to be in readiness to proceed eastward. It is believed that she will participate in the demonstration against Montenegro.

It appears certain that France and Russia will not participate in a Naval demonstration against Montenegro.

The German cruiser *Braslow*, according to a message from Berlin, has been ordered to the Adriatic to participate in the Naval demonstration.

According to a telegram from Vienna, a part of the Austrian Squadron has reached Antivari, and the remainder are held in reserve at Cattaro.

THE SIEGE OF SKUTARI.

A message from Cetinje states that the Turks made a sortie from Tarabosh and a desperate engagement is proceeding.

It is reported from Belgrade that the Servians and Montenegrins are bombarding Skutari, the forts being expected to surrender in a day or two.

MONTENEGRO'S DEFIANCE OF THE POWERS.

A message from Cetinje says that the Government, in reply to the Powers, refuses for military reasons to transmit to the Commandant at Skutari the cipher message from the Porte authorising the departure of civilians there.

THE BULGARIAN LOSSES.

It is officially stated in Sofia that the capture of Adrianople cost the Bulgarians 10,000 to 12,000 killed and wounded, The Bulgarians captured about 14 generals, 2,000 officers and 60,000 men.

TURKEY GRATEFUL FOR MEDIATION.

A message from Constantinople states that the Porte has replied to the Note of the Powers, thanking them for their offer of mediation, and accepting all the points without reservation, and confidently trusting that the Powers will achieve peace.

THE ALLIES CONCILIATORY.

Reuter learns that the replies of the Allies to the Powers' mediation proposals are conciliatory. They were to be presented on Tuesday. Bulgaria abandons the Sarcos-Midia line, agreeing to a slightly modified line for Midia. All agree to accept the acquiescence of the Powers in the principle of a war contribution or indemnity, leaving the details for subsequent settlement.

KAISER AND TENANT.

LONDON, April 2nd.

The Kaiser has come to an agreement with his tenant, Sohst. The latter surrenders the remainder of his lease and receives £4,000 as compensation and the Order of the Crown of the Fourth Class.

[The following message published on March 2nd in the *Daily Press* explains the above telegram:—"The Kaiser has again been defeated in a lawsuit against a tenant of his Cadine Estate named Sohst. The previous proceedings arose out of the refusal of Sohst to comply with an order of His Majesty's Agent involving heavy expenditure outside the terms of the lease. The Kaiser was uniformly defeated and finally gave Sohst notice to quit on June 30th. The Emperor declared at a meeting of the German Agricultural Council that he was turning out Sohst because he was no good. The Tribunal Court on Friday decided that the notice was illegal, the lease having five years to run. The Emperor's speech and the protests of local agricultural associations have given the matter the importance of a public question.]

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE FLOODS IN THE UNITED STATES.

MESSAGE OF SYMPATHY FROM KING GEORGE.

LONDON, April 2nd.

King George has cabled to President Woodrow Wilson that he is greatly distressed to learn of the disastrous flood and the loss of life and expressing his deep sympathy with the people of the United States.

President Woodrow Wilson replied, expressing deep appreciation of King George's sympathy.

TO STIMULATE BRITISH AVIATION.

PROJECTED FLIGHT ACROSS THE ATLANTIC.

LONDON, April 2nd.

The *Daily Mail* offers prizes amounting to £3,000 for the first British hydro-aeroplane piloted round Great Britain in 72 consecutive hours without descending on land, and £10,000 for the first British or foreign hydro-aeroplane crossing the Atlantic in 72 consecutive hours.

The Britisher Mr. Gordon England and the German Herr Rumpier have offered to compete for the *Daily Mail* prize for a flight in a hydro-aeroplane across the Atlantic. The Bleriot Company and Mr. Cody will make flights across the Atlantic and round Great Britain.

BRITISH FINANCES.

LONDON, April 2nd.

The Treasury Statement shows that the revenue of the United Kingdom during the past year was £188,801,899 and the expenditure £189,521,030. The revenue exceeded the estimate by £1,612,999, and the expenditure was £2,934,070 below expectation.

The customs decrease is £164,000 and the land tax £50,000, while the telephone service shows an increase of £2,830,000 and the postal service of £850,000 compared with 1911.

THE ENGLISH TURF.

RESULT OF LINCOLNSHIRE HANDICAP.

LONDON, April 1st.

The Lincolnshire Handicap, run at Lincoln this afternoon, resulted as follows:—

Berrillon	1
Junior	2
Grammont	3

Twenty-two ran. Betting:—100 to 7 against Berrillon, 100 to 8 Junior, 33 to 1 against Grammont. Uncle Pat started favourite at 4 to 1 against Junior was ridden by E. Huxley. Lesto was scratched.

After a quarter of a mile had been covered, Cuthbert went to the front, followed by Berrillon, and making the remainder of the running won by a head, four lengths separating second and third. An objection lodged against Cuthbert for bumping and boring was sustained, and the race awarded to Berrillon.

THE GRAND NATIONAL.

Rathnally was scratched from the Grand National to-day at 12.35 p.m.

RECENT PURCHASES OF FOREIGN STEAMERS BY JAPANESE.

The British steamer *Parley*, 4,200 tons, recently purchased by the Liaoning Steamship Company, has been renamed the *Asumasan Maru*.

The British steamer *Dunblane*, has been purchased by the Kanamori Steamship Co., Hakodate, at the cost of ¥240,000. She was formerly of the property of the Dunedin S. S. Co., Leith, and was built in 1897 by Messrs. Rönner & Son, Stockholm. Her gross tonnage is 3,740 and a net tonnage of 2,407.

The Kishimoto Steamship Co., of Dairen, have purchased from the British India Steam Navigation Co. the steamer *Waronga* for registration at Dairen. She will be taken delivery of by the new owners at Bombay shortly. The *Waronga* has a gross tonnage of 2,513 and a net tonnage of 1,609 and was built in 1882 at Glasgow by the A. & J. Inglis.

The Liaoning Steamship Co. of Dairen, have purchased the Austro-Hungarian *Albera* (4,040 tons) for delivery at Kobe, and intend to have her registered at Dairen. She is well equipped as a cargo boat, and will be employed as an ocean-going steamer. The Company has re-christened her the *Shogon Maru*. She was built in 1900 at Glasgow by Messrs. Russell & Co.

ANGLO-CHINESE BAZAAR.

OPENED BY H.E. THE GOVERNOR.

A bazaar of more than ordinary interest and importance took place in the City Hall yesterday afternoon. It was under the auspices of the Wesleyan Church, and was undertaken by British and Chinese members and friends of this denomination, the object in view being to provide funds for the installation of the electric light in the chapel and to establish a Chinese Wesleyan Church. As the result of efforts by friends, and contributions from friends and well wishers, there was an exceedingly fine display of fancy goods as well as a good selection of Chinese works of art. The stallholders were for the most part ladies associated with the chapel work, but one or two others offered their assistance. The Chinese stallholders were represented by those who might form part of the congregation in the native church which it is hoped to establish.

The opening ceremony took place at three o'clock by H.E. The Governor. Prayer having been offered up by Mr. Scholes.

The Rev. C. Bone briefly asked His Excellency to open the bazaar.

His Excellency—To stand here beside Mr. Bone carries my memory back thirty years. It was just about this time thirty years ago that I began my studies of Chinese in Canton, where I lived in a house next to that occupied by Mr. Bone, and I can remember the great assistance he was to me, not only in learning the Chinese language but in studying the character of the Chinese people. He reminded me also that people out in China ought to go to church—(Hear, hear)—and the church that he took me to was a little place of worship called a conventicle. But in that place of worship was found the same ardent spirit that animates the congregation down in the little Wesleyan Church on Morrison Hill Road, in aid of which this bazaar is being held to-day. Mr. Bone having rendered me many services, you can imagine that it is a pleasure to me to come here and render him a little service. (Applause.) Most people know the little chapel in Morrison Hill Road. I have been there myself in the past, and I hope to go oftener in the future. The evening services there are, perhaps, the best attended, and for the proper performance of these services artificial light is needed, and what we want you to do is to collect a sum of money to install the electric light in that building. That will assist Mr. Bone, and it will assist his congregation. It is a good work, and I feel sure that all you who are visiting this building will put your hands in your pockets deeply and buy up all the beautiful things placed on these stalls in order to help Mr. Bone to get a little more light. Then there is another object. Mr. Bone is a man of progress and wants to establish a Chinese Church. That, I need hardly tell you, is a good object, an object which ought to commend itself to everyone here and to everyone who is interested in the propagation of the Christian religion. I myself am among that number. I would go a step further, and say that the church which is opened under the auspices of Mr. Bone and the Wesleyan Church of which he is a distinguished member has my very best support. Here, again, I will ask you to put your hands deeply in your other pocket, for I assume that all those who come here to-day have come with both pockets full of money, so that when you empty the right hand pocket for the Wesleyan Church you can put your hand in your left pocket for the native church. When you have emptied both pockets, Mr. Bone says he is not above accepting chits, because he knows his congregation so well, and the public also, that he knows they will all be honoured. With these few words I declare the bazaar open. (Applause.)

The Rev. C. Bone then expressed his gratitude to His Excellency for coming to open the bazaar. He recalled the time when Sir Henry arrived in Canton fresh from Dublin, and pointed out how he had risen step by step to his present position, and said that they both had been animated with a devotion to do the best that they knew.

Dr. To seconded the vote of thanks proposed by Mr. Bone, and this being carried, the business of buying and selling commenced.

The stalls were: Work stall (English), Crockery stall (English), Competition stall (English), Sweet and flower stall (English), Refreshment stall, Bran tub (English), Fancy work stall (Chinese), art stall (Chinese), Drawn thread-work stall (Chinese), Curio stall (Chinese), Sweet stall (Chinese), and perfumery stall (Chinese). Concerts arranged by Mr. Wesley G. Leong, and Mr. S. Hamer took place during the evening, while a number of side shows were opened throughout the bazaar. The band of the *Minotaur* was in attendance and played pleasing selections during the afternoon.

A pretty incident in the ceremonial proceedings was the presentation of a special copy of the programme in silk by a Chinese lady to His Excellency.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the hospitals:—

C. M. \$5

EDUCATION IN HONGKONG.

SUGGESTIONS FOR THE FUTURE.

[Contributed.]

With the distribution of prizes at St. Stephen's College, the cycle of "speech days" for the session 1912-3 seems to have completed itself. Many candid criticisms have been made by His Excellency, the Governor, many boys have felt their first flush of triumph as they have received their prizes, and many intelligent residents in the Colony have carefully read the reports of the headmasters. And now that the "speech days" are all over, it may, perhaps, be of some advantage to "take stock" and attempt to sketch out the direction of future progress.

THE VISITOR'S SURPRISES.

Among the many surprises which the newcomer to Hongkong receives, not the least is that caused by the activity of this outpost of Empire concerning matters of education. It used to be said of the pioneers of civilisation that they brought to the natives missionaries, rum and fire-arms. In Hongkong we certainly find the missionaries. (We are glad to recognise that many of them are very broad-minded and tolerant of the views of people who profess other creeds and religions.) The rum is not very evident, and the writer is able to congratulate the Chinese that they seem in no danger of losing their reputation for temperance. As for the fire-arms—the recent political revolution amazed the world because of the comparatively small amount of fighting. The English brought to Hongkong something more powerful than rum and fire-arms, viz., education. When the complete history of the overthrow of the Manchus has been written, our children will learn that one of the chief causes of the coming of the Chinese Republic was the education given to the intelligent Cantonese in Hongkong. It is almost safe to say that if this little island had been under Manchu Government during the last sixty years there would have been no revolution in China until, let us say, A.D. 1960. It is simply symbolical of the whole movement that Sun Yat Sen, the ringleader of the revolution (or, since it succeeded, the "hero of the revolution") was the first to grasp the opportunity of advanced Western education in Hongkong, as offered by the Hongkong College of Medicine. It is a well-known fact that most of the officials of the new Republic have received some portion of their education in this Colony. British trade will reap the advantage. It has almost made certain the position of the English language in the Far East.

Since the revolution succeeded, and all of the leading Chinese in South China, at any rate, seem delighted with the recent changes, it is, perhaps, reasonable to hope that they will carefully remember these things and regard with something like affection those Europeans who are interested in education in China. It is, perhaps, not too much to carry the point a step further and suggest that the time has come when the Chinese themselves should take a more active interest in the educational affairs of Hongkong. There are, of course, several well-known leaders who have rendered the cause yeoman service—men such as Mr. Lau Chu Pak, the Hon. Sir Kai Ho Kai, the Hon. Mr. Wei Yuk, and the indefatigable Mr. Tso. These men have blazoned the trail for the others—let every encouragement be given them in their pioneer work.

RECENT PROGRESS.

Throughout the whole history of the educational movement in Hongkong, many notable citizens of Victoria have given freely of their time and substance. It is impossible to go back very far, but let us consider the work done in the last half a dozen years. First and foremost there is the University. The history of the work is so well-known that mention need only be made of the names of Sir Frederick Lugard, Sir Henry May, Sir Horumjee Mody, Sir Paul Chater, Messrs. Butterfield & Swire and the Chinese gentlemen mentioned above. But the University is the top-rung of the educational ladder. Remarkable work has been done in connection with what is usually called secondary education. The teaching of science has been introduced, and that in itself marks an epoch in educational development. The staff of the secondary schools has been reinforced with teachers who are University graduates. Despite the calls for support made by the University Committee, there have been spent considerable sums of money, raised by subscription, upon the Ellis Kadoorie School and St. Stephen's College. Mention must also be made of the hostel being erected by private (not Government) money in connection with Queen's College.

It is the improvement in higher education in the Colony that is most apparent. Glancing over the files of the newspapers, one obtains the impression that there are seven schools which aspire to prepare boys up to matriculation standard of the University. These may therefore be considered to be secondary schools. They are:—

(1) Victoria British School; headmaster, Mr. Cox, B.A.

(2) St. Paul's College; headmaster, Rev. Stewart, M.A.

(3) Diocesan Boys' School; headmaster, Mr. Percy.

(4) Queen's College; headmaster, Mr. Dealy.

(5) Ellis Kadoorie School; headmaster, Mr. Braidwood.

(6) St. Stephen's College; headmaster, Archdeacon Barnett, M.A.

(7) St. Joseph's English College (under the control of the Roman Catholic Bishop).

All these schools seem to be doing good work. Apparently Queen's College and the Victoria British School are the only ones directly under Government control, although several seem to be, more or less, responsible to the Director of Education as regards their efficiency.

AN ADMIRABLE COLLEGE.

It will, probably, be undisputed that St. Stephen's College is recognised as providing the best "secondary" education obtainable in Hongkong. That institution has had a brilliant, if comparatively short, career, and has exercised a remarkable influence with regard to education in Hongkong. It has shown what can be done, and if it be accepted that "comparisons are odious" it is nevertheless true that rivalry also stimulates. It is impossible to pay adequate tribute to the headmaster of St. Stephen's College, for the success of that centre of instruction, and all that it means for Hongkong, is due to his personality. He has gathered round him an excellent staff and it is evident that he is able to inspire them so that they have, at least, enthusiasm for their work.

The writer holds no brief for missionary education; many of the educational troubles at "home" are due to unfortunate quarrels between different sects concerning how much, or how little, or what particular variety of religious teaching should be given in the schools. But for the differences between the Churchmen and the Non-conformists there would be no real education problem in Britain, and instead of friction there would be increased efficiency. But in this Colony the C.M.S. seem to have tackled the difficulties in a broadminded fashion. At any rate they have provided, at St. Stephen's College, a type of education not obtainable elsewhere in the Colony. They have had a liberal and a definite policy and, to use an American phrase, they have "made good." We may not like Church dogma, we may not be enamoured of mixing up religion with education, but we cannot be churlish enough to refuse to appreciate any institution or individual doing good work and doing it thoroughly.

SOME SUGGESTIONS.

A recent article in the *Hongkong Daily Press* mentioned the changes which have taken place in connection with the post of Director of Education. The present cadet system is one which will probably pass away; it is reasonable for business men to expose its weakness and press for reform. The fact remains, however, that, under existing circumstances, a Director of Education may suddenly become a magistrate and *vice versa*. Accepting this Gilbertian state of affairs in much the same spirit that we are forced to accept the irregularity of the Siberian mail, let us see whether it is not possible to render it less dangerous from a point of view of efficiency.

The common-sense way out of the difficulty is to appoint an Advisory Committee, which should have power to report directly to the Governor. This might easily be formed from among those who have already been identified with education in the Colony. As a rough outline of its constitution, let us give the following composition:—

(1) The Director of Education.

(2) Two representatives of the Hongkong Chamber of Commerce.

(3) Representatives from each Faculty of the University.

(4) Three of the leading Chinese residents in the Colony.

(5) Two representatives elected by the headmasters of the secondary schools mentioned above.

(6) Two members of the Court of the University.

The advantages to be derived from such an Advisory Committee are obvious, but probably the best argument in its favour is that it would be able to bridge over the gaps caused by the changes of Director of Education. If that is not sufficient, it may be added that the Advisory Committee would be able to co-ordinate the work now being done and also suggest various improvements. It would also be able to institute enquiries on the efficiency of the business men schools. It would give the business men of the Colony an opportunity of placing on record their views as to how increased efficiency may be obtained.

It must be understood that these few suggestions are made in no spirit of criticism of those who administer educational affairs in Hongkong. With the advent of the University a new phase has commenced and it is well that we should see whether improvements are possible. We want Hongkong to retain and increase its reputation for progress in educational matters. In that way we shall attract to the Colony the sons of the wealthy and influential Chinese. We shall stimulate trade and make certain that the English language is the language of commerce in the Far East.

SUPREME COURT.

Wednesday, April 3rd.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HIS HONOUR SIR W. REES DAVIES, K.C.).

THE ALLEGED FORGED BANK-NOTE CASE.

The hearing was continued of the case in which seven Japanese stand charged for that on the 20th of June, 1912, and on divers dates up to the 23rd of December, they did conspire to obtain and acquire from persons who would be induced to purchase or accept certain false and forged current money notes for \$5 each, purporting to be issued by the Military Government of Kwangtung, large sums of money.

Prisoner No. 1 was examined by Mr. Jenkin, and in reply to a question he said he did not know if the fourth prisoner painted the first design for the notes.

Mr. Jenkin—Did not No. 4 ask you to paint your photograph?

Mr. Slade—On the notes? (Laughter.)

Witness answered Mr. Jenkin's query in the affirmative, and said he painted his portrait on the steamer whilst coming down and put on the finishing touches at the Tokyo Hotel.

Did you not inform No. 7, who was a printer, that you had secured the authority of the Japanese officials or police for the printing of these notes?—No.

It is, I suppose, well-known in Japan that you have some influence with the Police authorities?—I know some police, but I am not intimate with the Police authorities.

Did not No. 8 approach you in connection with his cinematograph business, and ask you to interpose with the Police on behalf of the business?—Yes, he did.

You wanted to get, in consideration of your services, more out of the contract price than they were willing to give you, and that is the reason you did not sign?—No, that is not so. I only refused it because it required that I should finance it, and I could not find the money.

Mr. Alabaster—When Nishiyama told you about this order from the Chinese Government did he tell you why the Chinese Government wanted the notes?—He told me they wanted them to pay off the soldiers and they wanted them by December.

The second prisoner was then put into the witness-box. He said he lived in Tokyo, and was a director of a money-lending business. He himself lent money, and "if he could get good interest he would take it." He said he first met No. 1 in November of last year. A Japanese approached him, and told him that Furukawa required some money, and asked if he could get some money for him. Witness went to another man, who wanted to know particulars, and witness then telephoned to Furukawa, who said he would come and see him. At this interview Nishiyama was present, and witness was introduced to him. Witness was told that they had an order from the Chinese Government, and that about 70 per cent. of the printing had already been done. Witness was asked to try and borrow some money for them, and No. 1 said that if witness could not find the money he intended to finance it himself. He would have to use the Collette money if he could not find it in any other way, and that he did not like to do. Furukawa told him that the making of the notes was quite a safe business, that he had the permission of the Metropolitan Police Board, and that he had made enquiries at the Police Bureau as to whether it would be a breach of law, and he was told it was not. He assured witness that as far as the Japanese authorities were concerned, there was nothing to fear, and that if the notes were not complete they would not require any permits, and they would pass as printed matter. Witness was satisfied that it was a genuine order, and, after further negotiations, it was decided to lend them 3,000 yen, witness and two others advancing the sum in equal parts. An agreement was then drawn up in the terms Counsel had indicated at the previous hearing.

Mr. Sharpe—Did it not strike you that this very high rate of interest, 300 per cent. per month, was a little suspicious? You must remember you told us that at that time you were satisfied it was a *bond-fide* Government contract.—The party who asked for the money was very pressed indeed.

Did you think it was a very risky transaction?—At first I thought it rather risky, but when I was told all the particulars I was satisfied.

I put it to you now, as I shall put it again to you later, that the risk was that if the forgery was not good enough to get the notes into circulation then the whole business must fall through?—I thought the notes were to be delivered to the Canton Government, and that they would put on the rubber stamps, and that till then all would be safe.

Supposing you had recognised that the notes were forgeries, would not you then have thought it was a risky transaction?—Yes.

If it had been a forgery this 300 per cent. interest would not have been extraordinary? It would have been quite a reasonable rate had the notes been forged?—I never thought they were forged.

Counsel then referred the witness to the subsequent agreement of the 22nd November, and asked—This time you advanced 700 yen for 25,000 yen. I think it works out at about three to four thousand per cent; does it not?—Yes.

You tell us that you were satisfied that this was a *bond-fide* transaction. You do not suggest that that was a reasonable rate of interest?—They offered to pay me that, and then they asked me to return half the amount of interest.

You did not ask this enormous amount of interest, is that? No. 5 came and asked you, did he not?—Yes.

Didn't it strike you as suspicious that they should offer you such an enormous rate?—They wanted the money very badly. Yes, it did strike me as being a little suspicious.

Can you suggest any honest reason—I can suggest many dishonest ones—why they should offer you this sum of 25,000 yen for a loan of 700 yen?—I thought they were getting about 50,000 yen for the printing, but nobody told me so.

Did you not ask No. 5 what remuneration they were getting?—No.

But you were financing the transaction. You must have realised that the profits must be very large for them to offer you 25,000 yen for 700 yen?—I thought it would be about \$40,000 or \$50,000 from the Chinese Government.

As a matter of fact you were getting 38,000 yen out of that by the two agreements, were you not?—I had to return half that amount.

Did you imagine that these men were going to make less out of the transaction than yourself?—I thought 3,700 yen was already paid to Furukawa for the printing expenses. I thought he and Nishiyama only were concerned in this.

After the tiffin adjournment, Mr. Jenkin addressed the jury in regard to the remaining five prisoners. He first again raised the point, which he had intimated at an earlier stage in the proceedings, he would take, viz., that the Chinese Government were prosecuting the prisoners. The fact that the Attorney-General's name appeared on the indictment did not carry them very far, he said. That was the form of every indictment in the Colony, whether it was a private or a Crown prosecution.

His Lordship—I do not want to interrupt your address to the jury in any way, but the Attorney-General before he prosecutes an indictment in this Court, he prosecutes the must himself that an offence has been committed against the laws of this Colony. In a case of this importance the jury accordingly—that before he signed this indictment he was satisfied that an offence had been committed against the laws of this Colony.

Mr. Jenkin—My Lord, that, I believe, sets out, only in a better form, if I may say so, exactly what I said. But it carries us no further. As to who in fact is the real prosecutor, therefore I say that the mere appearance of the name of the Attorney-General upon the indictment does not preclude me from saying that in point of fact the prosecutor is a private prosecutor, because by the laws of the Colony every indictment must be in the form of the indictment in this case.

Mr. Jenkin proceeded to recall to the jury with the witness had said about who was prosecuting. Chief Detective Inspector O'Brien declared he had never heard in the course of his 22 years' experience in the Colony of a private firm appearing for the Crown, and Inspector Morrison, who had been in Hongkong 18 years, declared that a private firm did not usually prosecute for the Crown. He would draw the attention of the jury to the fact that in the Police Court the charge against these men was one of conspiracy to defraud the Chinese Government, and that charge was changed *ab initio*. Pang, who was said to be a police spy for the Chinese Government, did not say very much about it, but unfortunately, when asked by Mr. Alabaster if it was correct for the prosecuting Counsel to say that he was a police spy, he immediately answered "I do not know who prosecutes." It had got absolutely nothing to do with the case, mere put to him, and he submitted the mere mention of the word "prosecuting Counsel" made him give an answer which had nothing to do with the question.

When the Chief Detective of Canton, said "I have been to Mr. Bowley's, and I thought he was acting for the British Crown." He put it to the jury that a Chinese policeman would not use the words "British Crown" unless he knew that he (Counsel) had been pressing for this information, or had been told to say it. If this were a Crown prosecution the Attorney-General or someone nominated by him, and the Crown Solicitor, or his deputy would be in Court, but instead they had Messrs. Denny & Bowley as solicitors in the Court and three private Counsel appearing.

His Lordship asked Mr. Jenkin if he were asking the jury to overlook the action of the Attorney-General. They had no power to do that. His Lordship had no power to do that. If they said he would direct the jury that if they believed the evidence as regards certain prisoners there must have been an offence committed against the laws of this Colony. Therefore the indictment was good on the face of it.

Mr. Jenkin said he was urging that if this was a prosecution by the Chinese Government by a person or a body of persons who had not the slightest interest in the vindication of the laws of the Colony—the jury have the right to entirely stop the case and dismiss the prisoners.

His Lordship intimated that it was an entirely new proposition to him—to say that the jury were to decide if the indictment was properly raised.

Mr. Jenkin—No, my Lord. It is my submission that if the jury are satisfied that in point of fact the prosecution is instituted by a person or body of persons having no interest in the vindication of the laws of the Colony they should dismiss these men. Not that they have no case to consider, far from it, but because they refuse to entertain proceedings of that kind.

His Lordship—Do you suggest that if the Chinese Government or any other Government has knowledge that a certain offence has been committed and carried out here, which is an offence against the laws of the Colony—equally so, we may assume, against all other nations—it is not within their province?

Mr. Jenkin—I say this is a prosecution by the Chinese Government, who have used the only machinery available, which is the machinery of this Colony.

His Lordship—You are asking the jury to exercise a function which they do not possess. The indictment on the face of it is good. If they believed the story of the prosecution there is evidence to justify a submission that there is an offence against the laws of the Colony.

Mr. Jenkin—Then I think it would be right for me to turn from the jury, and address myself to your Lordship, on the basis that if, in point of fact, this is a prosecution at the instance of the Chinese Government, a conviction at the instance of such a prosecutor is a nullity. I will now refer to a bundle of documents which have been served upon me, or upon my solicitor. These documents came down from Japan a little while ago, and are connected with this case. On the front page is the inscription, "Messrs. Denny & Bowley," and then the rest of the paper is torn off. On the back we have "Denny & Bowley," solicitors for the Canton Government. How in the face of that can it be maintained that this is not a prosecution by the Canton Government?

His Lordship—Even supposing it is, it is still an offence against the laws of this Colony, which is taken up by the Attorney-General here. At the outset I specifically asked three Counsel who they were appearing for. I do not suppose that there is a single person in the Colony who has any doubt but that the Chinese Government is interested in this case, but that does not affect it.

Mr. Jenkin—I am afraid I cannot look upon it in that light. I do not believe, in point of fact, that Messrs. Denny & Bowley have instructed the Attorney-General or the Crown Solicitor.

His Lordship—No Counsel can appear in this Court without the sanction of the Attorney-General. They say they appear for the Crown at the request, or, at any rate, by the sanction, of the Attorney-General. I do not mind learned Counsel criticising, but when it comes to the question of the regularity of these proceedings, I have not the slightest doubt.

Mr. Jenkin then addressed the jury again. He said they had heard that the learned Judge was against him, and also his Lordship's opinion that these proceedings were perfectly regular, but he submitted to them that this prosecution was at the instance of the Chinese Government. Not only that, but he submitted that it was instituted to satisfy their own vengeance upon these men. As his instructions went, the jury, who had sat in those boxes so long over this case, were summoned at the instance of the prosecution, and if it were a prosecution by the Chinese Government, then seven special jurymen had been summoned by them to give a verdict upon this offence which they said had been committed. He (Counsel) admitted there was a case to answer, but that was beside the mark. It was his view that it was the inherent right of a jury, who, according to the common law of England, was the tribunal to try those men, to say that this prosecution was not at the instance of someone interested in the vindication of the laws of the Colony, and to say that they would hear nothing more of it. He would ask the jury to eradicate from their minds any question of bank notes at all. After all, that form of money was very dear to all people, and the mere fact that a man was in possession of a large number of bank notes, if it did not make them envious at any rate roused their suspicions. They would remember reading in the Home papers recently of a man who offered real, genuine sovereigns for sale in London, and everybody thought they were a fraud and refused to buy them. (Laughter.) He asked them to remember they were dealing with seven Orientals, whose method of business and conduct of business differed much from their own.

Counsel proceeded to outline the story for the defence, and said that No. 4 was a painter, and he was the man who painted the first specimen note. He had a note handed him by No. 5 and he was asked to paint a copy, and his remuneration was to be 300 yen. In point of fact he only received 100 yen. He explained his presence in Hongkong by saying that he wanted to get the balance of his money, and he was told that if he came down to Hongkong he would be able to get employment as a painter of portraits.

At the close of Mr. Jenkin's address, the fourth prisoner was put into the witness-box.

The case was adjourned.

THE ROYAL HONGKONG GOLF CLUB.

The Golf Match played 26th-30th March, resulted as follows:—

BENNETT CUP.

Mr. F. Bevington (allowed 11) All square.

Rev. Foster Pegg (Plus 1) 1 down.

Mr. A. MacKenzie (allowed 6) 3 ..

Dr. Lindsay Woods (Scratch) 4 ..

+ Winner.

MEWAN CUP.

Mr. F. Bevington 91-14-77

Rev. Foster Pegg 80+1-81

Mr. A. MacKenzie 89-8-81

Dr. Lindsay Woods 86-8-86

+ Winner.

FOOT.

Rev. Foster Pegg 1 up

Mr. F. Bevington All square.

Dr. Lindsay Woods 4 down

+ Winner.

28 Entries.

INTIMATIONS

HAD ECZEMA WITH ULCERS AND BOILS

On Limb Four Years. Scaly and Itchy. Thought It Incurable. Cuticura Soap and Ointment Cured It.

"I was affected with eczema on the inside of my leg. I think about four years. It started as a little red itchy spot. I did not heed it much, till it began to spread. Ulcers started, with pain, then with itching. A bad leg it was, from the shin-bone around to the inside of the leg, scaly, wet, itchy, sometimes dry, with foul boils and pimples, at times very painful."

"I tried a lot of cures but it got worse. Then I got some Cuticura Soap and Cuticura Ointment. The spot affected, by the time I got a small box of Cuticura Ointment, was as big as my hand, but by the time the box was empty the skin was healed. I washed with the Cuticura Soap, applying the Cuticura Ointment every night, on the affected part and all around it. Now my leg is completely cured through the use of the Cuticura Soap and Ointment, and I strongly recommend them to all. The itchy and scaly and scales are gone, and I have had no further trouble. I had thought my leg was incurable." (Signed) James Bell, 1, Proteus Place, Kirkcaldy, Fife, N. B., July 15, 1911.

No stronger evidence than this could be given of the success and economy of the Cuticura Remedies in the treatment of all forms of eczema, rashes, itchings and irritations of the skin and scalp. A single hot bath with Cuticura Soap and a gentle anointing with Cuticura Ointment are often sufficient to afford immediate relief in the most distressing cases, and permit rest and sleep when all else fails. Sold throughout the world. A sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; R. Towns & Co., Sydney; N. S. W.; Lennan, Ltd., Cape Town; Muller, Macdon & Co., Calcutta and Bombay; Potter, D. & C. Corp., sole props., Boston, U. S. A.

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HONGKONG, CHINA, MARCH, 1911.



SORE THROAT:

Its Cause and Cure.

Few ailments are more painful and annoying than Sore Throat, which is so prevalent just now.

This complaint always means that the sufferer has inhaled germs—particles of vegetable life—so extremely minute that, when seen through the microscope, they look like little specks, as shown in the above disc.

The quickest and most thorough way of killing these germs is to suck a few Formant Tablets. The pain and swelling rapidly diminish, the mouth and throat feel thoroughly clean and refreshed, and in a short time the Sore Throat is cured.

Formant is just as effective, too, as a preventive of Sore Throat and of much more dangerous epidemic diseases, like Diphtheria, Consumption of the Lungs, Scarlet Fever, and Measles.

Praised by 7,000 Physicians.

Wulff's Formant Tablets are held in the highest esteem by medical men. For instance, a physician writes in "The Practitioner": "I have never had Sore Throat myself since I began to use Formant, although I suffered periodically before."

Formant is habitually used by well-known people like the Right Hon. Arthur J. Balfour, M.P., Lord Justice Buckley, and Sir Gilbert Parker, M.P. To take only a few examples, Lord Glanville writes: "I have been using Formant for Sore Throat with most satisfactory results." Signor Caruso, the world-famous tenor, writes: "I have found Wulff's Formant Tablets very beneficial to the throat and pleasant to the taste." The Bishop of Bath and Wells writes: "Wulff's Formant is a remedy and preventive, the value of which is appreciated in this house."

Such eminent people would not allow their names to be published if they had not proved the efficacy of Formant. Their names are a guarantee that it would be worth your while to try Formant, which can be obtained of all Chemists, and also to send this coupon for a Free Copy of a valuable Handbook on Sore Throat, Diphtheria, etc., written by a London physician.

Only a limited number of copies are available for free distribution, and there is sure to be a quick demand for these. Post this coupon at once, and thus make sure of securing your copy. Wulff's Formant can be obtained of all Chemists, in bottles of 50 tablets. Insist on the genuine Formant, and refuse worthless and harmful substitutes.

FREE HANDBOOK.

Please send me a Free Copy of "Hints on Sore Throat."

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E. 11/155.

WEATHER REPORT.

On the 2nd at 11:20 a.m.—Pressure had increased slightly in the northern half of the Indian Ocean and Tongking, but had decreased elsewhere, moderately over S. Japan and the Looe o s, and slightly in other districts.

A depression has formed to the west of Nagasaki. Gradients are all over, however.

Moderate to light N.W. winds are indicated; also the E. coast of China, and over the N. Ch. n Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. today, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

District Forecast.

Hongkong & Neighbourhood The same as

Formosa Channel No. 1.

South coast of China between The same as

Hongkong and Looe o s, No. 1.

South coast of China between The same as

Hongkong and Hainan No. 1.

N.W. or variable wind, moderate to light; sea.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 2nd

Previous Day at 2 p.m.

On Date On Day at 2 p.m.

Barometer 29.95 29.97 29.93

Temperature 73 67 75

Humidity 75 67 75

Wind Direction West West West

Force 1 1 1

Weather o o o

Rain 0.00

Highest open air Temperature on 1st 75

Lowest open air Temperature on 1st 65

LATEST STEAMER MOVEMENTS.

The str. *Zafra* left Manila on the 1st April, at 1 a.m., and is due here today, at noon.

The P.M. str. *Manchuria* arrived at San Francisco on the 31st March.

The Apar str. *Ararat* left San Francisco on the 1st April, and may be expected here on or about the 7th April, p.m.

THE DIESEL OIL ENGINE.

COMPARISONS WITH STEAM AND GAS.

(FROM AN ENGINEERING CORRESPONDENT OF "THE TIMES.")

The Diesel type of oil engine represents the most important advance in prime movers since the commercial adaptation of the gas producing plant, and during the past five or six years it has been installed in considerable numbers, both on land and for ship propulsion. But the number of installations in this and similarly situated countries has increased at a rate which, in the opinion of many engineers, has outrun the real demand. By "real demand" is meant a demand made in cold blood, after all comparative costs, alternative schemes, future performance, fuel market, and so forth have been taken into account, and uninfluenced by glowing accounts of unprecedented efficiency and prophecies of coal shortage and strikes. That there is a great future for the Diesel engine is not to be gainsaid, but if cheap power production be the aim of engineers, the conditions as they exist at present prohibit the general use of the Diesel engine, and it is contended that a more general realization of this fact will redound to the greater ultimate benefit of the power user and of the engine manufacturer. A once disappointed public takes years to influence again to the point of buying the goods it previously found wanting, and the discovery that the type of prime mover under review will not give the greatly increased economies which are sometimes claimed for it will militate against its genuine economical application when the conditions really are ripe.

FUEL COSTS.

The ultimate basis on which all power machinery must inevitably be compared is that of pecuniary economy, and it must be remembered that this can be expressed in terms of space occupied, convenient fuel storage, and similar considerations as well as in pounds, shillings, and pence for fuel, labour, repairs, &c. The first of all the claims made for the Diesel engine is high thermal efficiency, and from this is inferred a low fuel bill. The thermal efficiency may be conceded without admitting the deduction, though the true thermal efficiency of the Diesel engine is not a great deal better than that of a good gas engine, as has been very clearly pointed out by Dr. Dugald Clerk. Assuming the best available consumption figures—0.4 lb. oil per b.h.p. hour is 0.0944. Now, a consumption of 0.4 lb. per b.h.p. hour is a catalogue figure claimed for units of the largest size; the usual figures claimed by the makers for smaller engines are 0.5 lb. per b.h.p. hour at full load, and 0.5 lb. at one-quarter load. But published tests of engines actually installed and in operation show that 0.1233 lb. per b.h.p. hour is the full load fuel cost of a 25-h.p. engine with oil at 60s. per ton in one case, while in another similar case the costs are 0.125d. and 0.135d. per b.h.p. hour at full and one-third load respectively. Tests published by another manufacturer give 0.125d. per b.h.p. hour. For purposes of comparison, however, the unconfirmed figure of 0.0944d. per b.h.p. hour may be accepted.

The gas engine approaches the Diesel most nearly as regards thermal efficiency, and a recent test by Mr. W. A. Tooke of one of the vertical Anderson type of 25-h.p. supplied with gas by a Mersey suction producer using coke fuel showed that the gas coke consumption was 1.218 lb. per b.h.p. hour at 10s. per ton, equivalent to 0.0625d. per b.h.p. hour. For a six-cylinder 750-h.p. vertical tandem Westinghouse engine, operating in a Marple textile mill in conjunction with a 1,000-h.p. Mond pressure producer burning bituminous coal and fitted with air and sulphate recovery apparatus, the coal cost over 12 months' running was 0.062d. per b.h.p. hour, the consumption being 22 tons a week at 10s. 3d. a ton. The annual coal bill was thus £583 15s. but 221 tons of sulphate were recovered and sold for £238 15s. 9d. Thus the net fuel cost per annum was only £59 18s. 6d., the net fuel cost per b.h.p. hour being 0.011d.

The fuel cost of a Diesel engine may further be compared with that of modern steam engines—the Lentz drop-valve type on the one hand, and the Wolf or Garrett locomobile or over-type engine on the other. Recent tests showed that the fuel cost of a 480-h.p. Lentz engine supplied with superheated steam at 175 lb. per sq. in. pressure, with steam coal at 12s. per ton, was 0.0874d. per b.h.p. hour; and for a Garrett locomobile of 50 b.h.p., the consumption was 1.19 lb. coal per b.h.p. hour. These types of engines, locomobile and Lentz, are in use all over Germany, where great attention is paid to the economical operation of power plant, and they are installed, and being installed, in far greater numbers than Diesel engines, even though Germany is the home of the Diesel. The powers of the locomobile type of engine range up to 800 b.h.p. and over, while the capacities of Lentz drop-valve engines may be still larger.

OTHER CHARGES.

It thus appears that the fuel cost of modern gas and steam engines is less than that of a Diesel engine operating under the most favourable conditions; but if in defence of the oil engine it is advanced that the increased charges on steam and gas engine installations for interest on capital, labour, maintenance, cost of buildings, floor space, auxiliaries, standby losses, water, and lubricating oil, more than wipe out the difference, it may be contended that modern gas and steam engine plants are very slightly affected by these considerations when their overall pecuniary economy is compared with that of the Diesel engine.

In the first place, the prime cost of a Diesel oil engine, with accessories complete, is greater than that of a gas or steam engine and their auxiliaries. The additional cost of a steam boiler and its setting, stack, etc., may bring the prime charge above that for the Diesel, except



INTIMATION

THE Remington Typewriter

IS THE PERPETUAL PIONEER

The No. 10 and No. 11 VISIBLE REMINGTON MODERNS are the latest expressions of Remington leadership. They represent the sum total of all Typewriter Achievement—past and present.

They contain every merit that the Remington has always had, and every merit that any Writing Machine has ever had.

They contain, in addition, new and fundamental improvements that no typewriter has ever had; among them the FIRST COLUMN SELECTOR, the FIRST BUILT-IN TABULATOR, and the FIRST KEY-SET TABULATOR. These improvements are the latest contributions to Typewriter Progress, and they are Remington contributions—every one.

The Remington, the Original Pioneer in the Typewriter field, is the present-day Pioneer in all new Developments of the Writing Machine.

REMINGTON TYPEWRITER CO.

(INCORPORATED).

SIEMSEN & Co., (MACHINERY DEPT.)

HONGKONG AND CANTON, General Agents for South China, Formosa, etc.
N.B.—Please write and return of post will bring you free of charge an illustrated booklet, "Touch Method Typewriter Instruction." Invaluable to all using a Typewriter Machine. (45-1)

In the case of the locomobile, the engine, boiler, and accessories of which form a practically self-contained unit, the total cost of which need not exceed that of a Diesel engine plant of equal capacity by any considerable amount. The cost of a gas engine and plant will also exceed that of the Diesel installation, but not by very much. On interest charges, therefore, the Diesel engine has some advantage over its rivals, with the possible exception of the locomobile.

The next point, lower labour costs, which is claimed for the Diesel engine, is open to grave question. In the first place, a skilled mechanic is required to look after the engine, and the extra labour charges for the periodical cleaning and inspection necessary for satisfactory operation must be added to his wages, while it is the general experience of owners of Diesel engines that the cost of labour involved by breakdown, repair, and replacements is in excess of similar charges for steam and gas plants. The engineer in charge of a steam or gas engine plant will not require the same wage as the attendant on the Diesel engine, and if the gas plant be of the suction type or the steam engine a locomobile of up to, say, 200 h.p., he will require only occasional help during running hours. Overhauling of a steam engine and boiler is not needed frequently, while in the case of the gas engine mentioned above in connection with the 1,000 h.p. Mond plant, the pistons are removed and valves ground in only once every six months. Again, the labour costs involved for replacements, repairs, and breakdowns in gas and steam engine plants are inconsiderable in comparison with those of the oil engine.

As to the cost of the buildings, the Diesel engine has an advantage over a steam engine with a separate boiler, although the headroom required in a Diesel engine-room will be more than that necessary for a horizontal steam engine of equal capacity. Compared with locomobile steam plant, the only extra cost will be that of the stack; this has already been dealt with, but in any case the chimney usually adopted with this type of plant is very inexpensive. In the engine-room itself the locomobile plant will take up only a very little more room than a Diesel and its auxiliaries. The cost of buildings for a gas engine plant will be less, if anything, for the engine-room alone, but the expense must also be included of any buildings erected in connection with the producer plant, although they are not required in many cases. It will be seen, therefore, that, although the advantage lies with the Diesel, it is not an important one when modern steam and gas driven sets are being considered. Floor space also goes in favour of the Diesel engine, although the advantage over the locomobile is again almost nominal. The gas plant seriously handicaps the gas engine installation in this particular.

COMPARISONS OF BEHAVIOUR.

In the important matter of overload capacity and its effect upon the size of the plant to be installed it must be remembered that the Diesel overload capacity is about 10 per cent. and that of steam engines 50 per cent. Therefore a Diesel engine designed to carry safely the maximum load would have to operate normally at a lower load than a steam engine, the rated capacity of which will be very nearly equivalent to the normal load. This involves considerable increase in first cost, fuel cost per unit of power, interest on capital, etc., for the oil engine as compared with the steam plant. On the other hand, gas engines have no overload capacity at all, and are therefore inferior to the Diesel engine in this respect.

In Diesel plant an air compressor and storage bottles are necessary for starting purposes, and pumps for jacket water and fuel oil are also wanted. In gas engine plant the jacket water pump will be arranged to supply the gas plant, as well, and an air compressor and storage bottles are again necessary. The compressor and bottles, however, are not used for such high pressures in gas engine as in Diesel work, and are therefore cheaper both to install and to maintain. The auxiliaries in connection with a gas plant fitted with a sulphate recovery system require some attention, which, however, is entirely counter-balanced by the enormous benefits due to the recovery itself. The auxiliaries necessary for steam plant of the locomobile type are for the most part mounted on the former. Condenser pumps and a feed pump are the only necessary moving items in them, and the condenser itself, when of the surface type, is the most expensive piece of auxiliary apparatus. The Diesel

engine, then, has no advantage over the locomobile with regard to auxiliaries, but in a few cases it has over the gas engine, although the latter is often the more economical of the two in this respect.

The stand-by losses of a Diesel engine are nil, and this probably constitutes the most important of the advantages claimed for it. Gas plants are a poor second on this score, and steam boilers are still worse. The water consumption is also less than that of gas engines and plant or of steam power installations, but this is generally such an unimportant charge that it carries very little weight. The consumption of oil is no less than that of a gas engine of equal power, and greater than that of a modern steam plant.

Other advantages claimed on behalf of Diesel engines are sensitive governing and absence of pre-ignition. With regard to the former claim, operating engineers are by no means in universal agreement on this matter, since fuel injection valves are still one of the weakest points in Diesel engine design and are extremely prone to leakage. When pre-ignitions do occur in Diesel engines there is far more possibility of damage than in the case of gas engines. As regards sensitiveness of governing, gas engines used to be reproached on that score, but all makers of the vertical types will now guarantee a close regulation—often 5 per cent. temporary and 3 per cent. permanent variation between no load and full load—which meets all the conditions in commercial work of any description. A closer regulation than 3 per cent. is neither necessary nor desirable. Steam engine governors, also, are the equal of the best Diesel gears. On the other hand, no steam or gas engine governing devices in common use have the same complication or number of moving parts as Diesel governing gear, but are generally more robust and therefore less liable to derangement.

No doubt the Diesel engine has legitimate uses in this country, but they are not so common as is sometimes supposed. Abroad conditions vary considerably, and many of the foregoing criticisms do not apply. For marine work the possibility of buying cheap fuel oil at foreign ports, the smaller space needed for the engine-room and fuel storage, and the convenience of "cooling" operations are very great advantages.

SHIPPING REPORTS.

The British str. *Itan* reports: Smooth sea with fine clear weather.

The British str. *Kameh* reports: Light to moderate north-easterly winds and fine clear weather.

PASSED THE CANAL.

March 4th—Bayern, Benavon, Altmarr, Shintshire, Lout, Loomedon, 7th—Japan, Nile, Sunda, Telemachus, Magellan, 11th—Antenor, Newforlich, Bohemia, Candia, Kanagawa, Maru, Lottian, Longor, Lintow, Middleham, Castle, Tydeus, Goldenfels, 14th—Kaya Maru, Liberia, Arabia, Amasone, Peshawar, Narrung, Bremen, 18th—Glenurriel, Canfa, Sardinia, Tampo Maru, 25th—Duboi, Himalaya, Indragawa, Macdon, Patagon, Steator, Atrius, Ville de la Citad, Benokor, 29th—Achilles, Aja, Atrius, Maru, China, Derffling, Indragawa, Kama Maru, Polynesia, Wray Castle, April 1st—Bellerophon, Bendoran, Somali, Alesia, Danadocus.

ARRIVALS AT HOME.

April 1st—Goldenfels, Machoon.

April 1st—Goldenfels, Machoon.

April 1st—Goldenfels, Machoon.

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SHIPPING IN PORT.

STEARNS.

BENALDER, British str., 1,959, J. H. Watson, 31st March—Milke 26th March.

Coal—Gibb, Livingstone & Co.

BILBERT, British str., 2,760, D. Cantell, 26th March—Seattle via Moji 3rd February, General—Bank Line, Ltd.

Bohmer, 31st March—Holbow 30th March, General—Johsen & Co.

CHITAI, British str., McGarity, 26th March—Chefoo 20th March, Beans—Butterfield & Swire.

CHOISING, German str., 1,021, Brahn, 29th March—Bangkok 20th March, General—Butterfield & Swire.

CONLENZ, German str., 3,200, L. Klugisch, 1st April—Sydney 8th March, General—Melchers & Co.

ELERIC, British str., 2,304, R. T. Thompson, 20th March—Cardiff 17th March, General—Order.

EXPRESS OF INDIA, British str., 6,041, 14th March—Vancouver and Shanghai 12th March, Mails and General—Pacific Railway Co.

FUKU, Maru, Japanese str., 3,097, N. Tomimura, 1st April—Moji, 26th March, Coal—Mitsui Bussan Kaisha.

HAICHING, British str., 1,426, W. Passmore, 20th March—Fochow, Amoy and Swatow 28th March, General—Douglas, Lapraik & Co.

HONGKONG, French str., 739, Marguerite, 30th March—Haiphong via Hoilow 26th March, General—A. R. Marty.

HUNAN, British str., 1,200, F. Boyd, 1st April—Kehao 26th March, Coal—Butterfield & Swire.

INDEN, German str., 2,600, C. van Deurs, 31st March—Copenhagen 26th January, General—Melchers & Co.

KINGOW, British str., 5,830, F. W. Callum, 30th March—Shanghai 27th March, General—Butterfield & Swire.

KORUM, Austrian str., 3,634, Zamara, 20th March—Trieste and Singapore 26th March, General—Sander, Wieler & Co.

KJELD, Norwegian str., 910, T. Helleso, 20th March—Saigon 15th March, General—Order.

KWANGLEE, Chinese str., 1,462, MacArthur, 28th March—Shanghai 25th March, General—C. M. S. N. Co.

LAERTIS, British str., 1,640, W. Wasson, 30th March—Saigon 24th March, Rice—Order.

MAUSANG, British str., 1,844, A. Corneek, 27th March—Sandakan 21st March, General—Jardine, Matheson & Co.

NIPPON MARU, Japanese str., 4,452, A. G. Stevens, 21st March—San Francisco, 21st February, Flour and General—Nippon Yusen Kaisha.

PHU, Maru, German str., 1,022, N. G. Major, 21st March—Saigon 17th March, Rice and General—Chinese.

SABINE RICKMERS, Dutch str., 573, de Vries, 26th March—Swatow 25th March, Ballast—Asiatic Petroleum Co.

SADO MARU, Japanese str., 3,660, K. Asa, 30th March—Seattle 24th February, M'dco.—Nippon Yusen Kaisha.

SALAHAD, Dutch str., D. Hansen, 31st March—Tarakon 25th March, Bulk Oil—Asiatic Petroleum Co.

SOSTO MARU, Japanese str., 1,119, K. Tashiro, 28th March—Swatow 27th March, General—Osaka Shosen Kaisha.

TENYO MARU, Japanese str., 7,958, Ernest Bent, 28th March—San Francisco 1st March, General—Toyo Kisen Kaisha.

TOS MARU, Japanese str., 3,610, T. Satow, 1st March—Calcutta 10th April, General—Nippon Yusen Kaisha.

TUNGUS, Norwegian str., 1,039, C. L. Halversen, 22nd March—Bangkok 13th March, Rice—Chinese.

URAO MARU, Japanese str., 548, Yamada, 22nd March—Anping 20th March, Nil—Mitsui Bussan Kaisha.

VARD, Norwegian str., 668, Rasmussen, 31st March—Hongay 28th March, Coal—Bradley & Co.

WONKOKI, German str., 1,115, H. Oltmanns, 30th March—Bangkok 10th March, Rice—Butterfield & Swire.

YUENSANG, British str., 1,125, P. H. Rolfe, 1st April—Manila 28th March, General—Jardine, Matheson & Co.

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IMPERIAL GERMAN MAIL LINE.
For SHANGHAI, TSINGTAU, KOBE
AND YOKOHAMA.

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"LUETZOW"
Captain H. Borfeldt, will leave for the above
places TO-DAY, the 3rd inst., at Noon.
For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents,
Hongkong, 3rd April, 1913.

HONGKONG-BOSTON & NEW YORK

AMERICAN ASIATIC S.S. CO.
For BOSTON & NEW YORK via
PORTS & SUEZ CANAL.
With Liberty to call at the Malabar Coast.

SS. "INVERCLYDE"

On 3rd April, at Noon
For freight and further information
apply to—
SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 3rd April, 1913. [370]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THEROGE BILLS OF LADING ISSUED FOR

BAHAMA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.
THE Steamship

"ASSAYE"

Captain G. W. Cockman, E.N.R., carrying His
Majesty's Mail, will be despatched on
this for HONKONG, on SATURDAY,
the 12th April, 1913, at Noon, taking
Passengers and Cargo for the above Ports in
connection with the Co.'s "MONGOLIA,"
from Colombo, passengers' accommodation in
which vessel is secured before departure
from Hongkong.

Silk and Valuable, all Cargo for France
Tea and Cargo for London (under arrange-
ment) will be transhipped at Colombo in the
mail steamer proceeding direct to
Marseilles and London, other Cargo to
London, etc., will be conveyed via Hong-
kong in the "Egypt" due in London
on the 23rd May, 1913.

Parcels will be received at the Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 31st March, 1913. [1]

THE AMERICAN AND ORIENTAL

LINE.
For NEW YORK via SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"
Captain McKegg, will be despatched as above
on WEDNESDAY, the 10th April.
For Freight and passage apply to
ARNOLD, KAMBERG & Co.,
General Agents,
Hongkong, 11th March, 1913. [441]

VESSELS EXPECTED.

THE AMERICAN MAIL

The P.M. str. Korea arrived at Yokohama on the 2nd April, with the United States mail, which was transferred to the str. Empress of India, arriving in Hongkong on the 14th April. The str. Korea will arrive on the 15th April.

The T.K.K. str. Shingo Maru left Honolulu for Yokohama on the 28th March, and is expected here via Manila on the 22nd April.

The P.M. str. Persia, with the American mail, sailed from Yokohama on the March 28th, between 10 a.m. and noon, for Hongkong via Manila.

The P.M. str. Siberia left San Francisco on the 29th March, for Hongkong, via Honolulu, Japan ports and Shanghai.

THE AUSTRALIAN MAIL.
The E. & A. str. Eastern left Sydney for this port via Queensland Ports, Port Darwin, Timor and Manila) on the 14th March, and may be expected to arrive here on or about 6th April.

MERCHANT STEAMERS.
The P. & O. str. Nile left Singapore for this port on the 29th March, at noon, and is due here on the 3rd April, at about noon.

The chartered H.A.L. str. Boyne left Singapore on the 28th March, p.m., and may be expected here on or about the 4th April, p.m.

The str. City of Baroda left Sabang on the 28th March, and is due here on the 5th April.

The Mogul Line str. Lathia sailed from the United Kingdom on the 26th February, for the Far East via the Straits.

The str. Glenora passed the Suez Canal on the 18th March, for Hongkong via Straits.

The Swedish East Asiatic Co.'s str. Peking left Port Said on the 23rd March, and is expected to arrive here on or about the 29th April.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kumsang, from Japan, is due in Hongkong 3rd April.

Huanggang, from Shanghai, is due in Hongkong 3rd April.

Flintshire, from Singapore, is due in Hongkong 7th April.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
Upada, from Japan, is due in Hongkong 6th April.

Muttra, from Japan, is due in Hongkong 7th April.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. W. Cockman, E.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NYANZA	Brit. str.	—	H. N. Rivers, E.N.R.	P. & O. S. N. Co.	About 16th inst.
HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	h. w.	Reber	HAMBURG-AMERICA LINE	On 15th inst.
HAVRE, HAMBURG & ANTWERP, &c.	SNEGAMBIA	Ger. str.	h. w.	Schröder	HAMBURG-AMERICA LINE	On 21st inst.
HAVRE, BREMEN & HAMBURG, &c.	LIBERIA	Ger. str.	h. w.	Wagner	HAMBURG-AMERICA LINE	On 18th inst.
ROTTERDAM, BREMEN & HAMBURG, &c.	SAARWIS	Ger. str.	h. w.	Brahmer	HAMBURG-AMERICA LINE	On 20th inst.
ROTTERDAM, BREMEN & HAMBURG, &c.	APANTOUR	Fr. str.	—	Lidin	MESSAGERIES MARITIMES	On 31st inst., at 1 p.m.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, PORT SAID	KITANO MARU	Jap. str.	—	F. E. Cope	NISSON YUSEN KAISHA	On 9th inst., at 11 a.m.
MARSEILLES & HAMBURG, &c.	SEPIA	Ger. str.	h. w.	Hennecke	JARDINE, MATHESON & Co., Ltd.	On 17th inst.
MARSEILLES, LONDON & ANTWERP	DEN OF GLAMIS	Brit. str.	—	K. Asakawa	OSAKA SHOSEN KAISHA	About 30th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	SADO MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 8th inst., at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	SEATTLE MARU	Jap. str.	—	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 2 p.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	—	SANDELL, WILBER & Co.	On 30th inst., at 2 p.m.
VICTORIA, VANCOUVER & SEATTLE	HARPAGUS	Am. str.	—	—	SANDELL, WILBER & Co.	About 10th June.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	ACUSTIA	Am. str.	—	—	—	On 15th inst., at 5 p.m.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	KORREBE	Am. str.	—	—	—	On 16th inst.
NEW YORK via SUEZ CANAL	WEST PRINCE	Am. str.	—	McKegg	—	To-day, at Noon.
BOSTON & NEW YORK via SUEZ CANAL	INVERCLYDE	Am. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 27th June.
PORTLAND, TACOMA & SEATTLE	MONMOUTHSHIRE	Brit. str.	2 m.	—	—	On 5th inst., at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	—	—	About 5th inst.
VANCOUVER, SEATTLE, TACOMA, & PORTLAND	FLINTSHIRE	Brit. str.	—	—	—	On 26th inst., at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Jap. str.	—	A. G. Stevens	TOYO KAISEN KAISHA	On 5th inst., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 15th inst., at 3 p.m.
SAN FRANCISCO via MANILA & JAPAN, &c.	KOREA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 22nd inst., at 1 p.m.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	1 m.	T. Hokine	NISSON YUSEN KAISHA	On 5th inst., at Noon.
AUSTRALIAN PORTS via MANILA	KANAGAWA	Ger. str.	—	E. Finlayson	NISSON YUSEN KAISHA	On 19th inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Ger. str.	—	L. Klugkist	NISSON YUSEN KAISHA	On 24th inst.
AUSTRALIAN PORTS via MANILA	SARTER	Ger. str.	—	—	—	About 29th inst.
MEXICAN, PANAMA & CHINA PORTS via JAPAN	BOYO MARU	Jap. str.	—	—	—	On 9th inst., at Noon.
YOKOHAMA & KOBE via SHANGHAI	PERSIA	Am. str.	—	K. Kawara	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	D. Macfadyen	BUTTERFIELD & SWIRE	On 8th inst., at Noon.
KOBE & YOKOHAMA	JELUNGA	Brit. str.	—	H. Yamamoto	BUTTERFIELD & SWIRE	To-day, at Noon.
KOBE & YOKOHAMA	LUZON MARU	Jap. str.	—	M. Machida	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
KOBE & YOKOHAMA	JINSEI MARU	Jap. str.	—	Y. Loo	BUTTERFIELD & SWIRE	On 11th inst., at 11 a.m.
KOBE & YOKOHAMA	PRINCE SIGISMUND	Ger. str.	—	M. Yagi	BUTTERFIELD & SWIRE	On 5th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	G. Hooker	BUTTERFIELD & SWIRE	On 10th inst., at 11 a.m.
JAPAN	YUKIKUNI	Jap. str.	1 m.	H. Bortfeldt	BUTTERFIELD & SWIRE	On 16th inst.
TIENTSIN	HUICHOW	Ger. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	LUZON MARU	Jap. str.	—	H. Powell	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI	ANHUI	Brit. str.	—	L. Jones	BUTTERFIELD & SWIRE	On 29th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NILE	Brit. str.	1 m.	Spencer Wilde	BUTTERFIELD & SWIRE	On 3rd inst., at 7 p.m.
SHANGHAI	CHENAN	Ger. str.	—	G. Girard	BUTTERFIELD & SWIRE	On 9th inst.
SHANGHAI, KOBE & YOKOHAMA	BOYNE	Ger. str.	—	—	—	On 10th inst.
SHANGHAI	HANGSANG	Brit. str.	—	—	—	On 11th inst.
SHANGHAI, KOBE & YOKOHAMA	AMAZON	Fr. str.	—	—	—	On 12th inst.
SHANGHAI, MOJI & KOBE	SANUKI MARU	Jap. str.	—	—	—	On 13th inst.
SHANGHAI	CHINWA	Brit. str.	1 m.	—	—	On 14th inst.
SHANGHAI	DEVANHA	Brit. str.	—	—	—	On 15th inst.
SHANGHAI, KOBE & MOJI	ABRATON APOR	Brit. str.	—	—	—	On 16th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PEKING	Am. str.	—	—	—	On 17th inst.
SHANGHAI	BOROMIA	Am. str.	—	—	—	On 18th inst.
SHANGHAI	YUEN	Am. str.	—	—	—	On 19th inst.
SHANGHAI	KALONG	Brit. str.	—	—	—	On 20th inst.
SHANGHAI	LOONGSANG	Am. str.	—	—	—	On 21st inst.
SHANGHAI	YUEN	Am. str.	—	—	—	On 22nd inst.
SHANGHAI	TUNAROM	Dut. str.	—	—	—	On 23rd inst.
BATAVIA, CHERIBON, SAMARANG, &c.	RANGSON MARU	Jap. str.	—	—	—	On 24th inst.
BOMBAY via SINGAPORE & COLOMBO	INDO MARU	Jap. str.	—	—	—	On 25th inst.
BOMBAY via SINGAPORE, PENANG & CALCUTTA	CHYUEN MARU	Jap. str.	—	—	—	On 26th inst.
SINGAPORE, PENANG & RANGOON	UPADA	Brit. str.	—	—	—	On 27th inst.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	—	—	On 28th inst.
SINGAPORE, PENANG & CALCUTTA	GREGORY APOR	Brit. str.	—	—	—	On 29th inst.
SANDAKAN	MAUSANG	Brit. str.	—	—	—	On 30th inst.

THE ROYAL MAIL STEAM PACKET COMPANY.

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"SHIRE" LINE SERVICE—HOMEWARDS.

MARSEILLES, LONDON & ANTWERP... "DEN OF GLAMIS" ... About 30th April.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VANCOUVER, SEATTLE, TACOMA & PORTLAND "FLINTSHIRE" ... About 5th April.

VICTORIA, VANCOUVER & SEATTLE "HARPAGUS" ... About 10th June.

PORTLAND, TACOMA & SEATTLE "MONMOUTHSHIRE" ... About 27th June.

Cargo accepted on through Bills of Lading to all the principal destinations in Europe, and North and South America.

For Further Particulars, apply to
JARDINE, MATHESON & Co., LTD.
HONGKONG, 25th March, 1913.

AGENTS.

INDO-CHINA S. N. V. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS TO SINGAPORE

"YUNSHANG" ... Saturday, 6th Apr., 2 p.m.

"YANGSANG" ... Sunday, 7th Apr., 11 a.m.

"KUMSANG" ... Monday, 8th Apr., 2 p.m.

"LOONGSANG" ... Tuesday, 12th Apr., 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUMSANG" and "YUNSHANG" leave about every 3 weeks for

Shanghai and Japan returning via Kobe (Inland Sea) and to Hongkong. Time occupied

20 days. This service is supplemented by the "LAISANG" and "KUMSANG" leaving Hongkong

at regular intervals for Yokohama, Kobe and Moji and returning, thence direct to Hongkong.

Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodations for First Class Passengers and are fitted through-
out with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen,
Wanghai, Tsingtau and Newchwang.

Taking Cargo on through Bills of Lading to Koda, Inaba, Dairen, Simpo, Tawao,
Utsun, Jesso, and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
HONGKONG, 2nd April, 1913.

GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

WESTWARD.

The S.S. "UPADA," 5,257 tons gross, Captain A. P. Logan, will be despatched for

SINGAPORE, PENANG and RANGOON on the 8th April, at Noon, and will be

followed by the S.S. "MUTTRA," 4,644 tons gross, Capt. L. Carey, sailing hence on or

about the 12th April, at Noon, taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
HONGKONG, 28th March, 1913.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND.

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong, 5th Apr. "EMPEROR OF INDIA" Sat., 5th Apr.

"EMPEROR OF JAPAN" Sat., 26th Apr.

"EMPEROR OF RUSSIA" Wed., 21st May.

"EMPEROR OF INDIA" Sat., 7th June.

FOR LIVERPOOL.

From Quebec, 2nd May. "EMPEROR OF IRELAND" Fri., 2nd May.

"ALLAN LINE" Fri., 3rd May.

"EMPEROR OF BRITAIN" Fri., 13th June.

"ALLAN LINE" Fri., 4th July.

Steamships leave HONGKONG at 6 p.m.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,

YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express.

Train and at QUEBEC with the Company's Atlantic "EMPEROR"

Steamships, 14,500 tons register, thus providing a comfortable and speedy through route

to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the

Marconi Wireless apparatus.

Hongkong to London, let Class ... via Canadian Atlantic Ports or New York £71.10

Intermediate Steamship) £49. £51

"Monteagle" £49. £51

First Class rate to London includes cost of Meals and Berth in Sleeping Car while

crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates

affording superior accommodation for all points and AROUND THE WORLD.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members

of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the

Service of China and Japan Governments. Full particulars on application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China

Corner Pedlar Street and Prater, opposite Fake Pier.

HONGKONG, 1st April, 1913.

For Freight, Passage and further particulars, apply to
CAPTAIN D. A. LUKHMANOFF,
AGENT,
Hotel Macao, 3rd Floor,
Rooms Nos. 12a and 14,
Telephone No. 1224.

ARRIVALS.

DEN OF CROMBIE, British str., 3,122, W. Jarvis, 2nd April—Shanghai 26th

March, General—Jardine, Matheson & Co.

HAITAN, British

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

STEAMERS WILL BE DESPATCHED AT REGULAR INTERVALS FROM

HONGKONG

TO

VICTORIA VANCOUVER B.C.**SEATTLE & TACOMA.**

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 739. KING'S BUILDING, PRINCE CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM

JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the

AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.**AFRICAN LINES.****ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: 12th April. Connecting with "SALAMIS" 26th April.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

138-39-40

**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

STEAMERS	Tons	Starting	From HONGKONG calling at
MONGOLIA	27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA	27,000 tons, twin screws.		Kobe (via Inland Sea),
KOREA	18,000 tons, twin screws.		YOKOHAMA and HONO-
SIBERIA	18,000 tons, twin screws.		LULU (the Paradise of the
NILE	11,000 tons.		Pacific) through Service via
CHINA	10,200 tons.		NEW YORK to Europe.
PERIA	9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £245. For the INTERMEDIATE SERVICE First Class accommodations are provided for £25 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES for Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting	From HONGKONG calling at
PERIA	9,000	TUESDAY, 15th April, at 3 P.M.	
KOREA	18,000	TUESDAY, 22nd April, at 1 P.M.	
SIBERIA	18,000	TUESDAY, 6th May, at 1 P.M.	
CHINA	10,200	TUESDAY, 13th May, at 3 P.M.	
MANCHURIA	27,000	TUESDAY, 20th May, at 3 P.M.	
NILE	11,000	TUESDAY, 27th May, at 3 P.M.	
MONGOLIA	27,000	TUESDAY, 3rd June, at 3 P.M.	
PERIA	9,000	TUESDAY, 10th June, at 1 P.M.	
PERIA	9,000	TUESDAY, 17th June, at 3 P.M.	

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
15th Apr. ... PERIA ...	17th Apr. ...	13th Apr. ... PERIA ...	7th Apr. ...
13th May ... CHINA ...	15th May ...	3rd May ... KOREA ...	15th Apr. ...
3rd June ... NILE ...	5th June ...	11th May ... CHINA ...	5th May ...
29th July ... CHINA ...	31st July ...	11th May ... MANCHURIA ...	13th May ...

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). Telephone No. 141.

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915

HONGKONG. CANTON. MACAO & PENINSULAR & ORIENTAL**WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 3rd APRIL, 1913.
8 a.m. "HONAN" 5 p.m. "HEUNGSHAN"
10 p.m. "PATSHAN" 5 p.m. "KINGSHAN"**FRIDAY, 4th APRIL, 1913.**8 a.m. "HEUNGSHAN" 8 a.m. "HONAN"
10 p.m. "KINGSHAN" 5 p.m. "PATSHAN"**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 6th APRIL, 1913.

The Company's Steamship

"SUI AN"Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDOCHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "FANAM," 583 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC CO., LTD.**GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "PEKING" ... 6,500 ... About 20th Apr.
KOBE and MOJI ... " ... 6,500 ... About 20th Apr.For Freight and Further Particulars, apply to—
ARTHUR NILSSON & CO.,
VORE BUILDINGS, TOP FLOOR.**SAN FRANCISCO****SCENIC ROUTE**

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

**WESTERN PACIFIC
DENVER AND RIO GRANDE.**

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHIYO MARU ... 22,000 tons.

S.S. SHINKO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons (INTERMEDIATE).

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depot.

New lands, office and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers, and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "KOEKBER" 9,900 tons, will leave as above on 13th April at 5 P.M.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cables. Doctor, Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £29 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ and PORT SAID.S.S. "AUSTRIA" 14,000 tons, will leave as above about 9th April.
These Steamers of large tonnage are fitted with comfortable class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £28.10, II £25.10.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basle, Laon, Calais or Boulogne, Class I £28.10, II £25.10.Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £28.10, II £25.10.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £27.10, II £24.10.TO SHANGHAI.
S.S. "BOHEMIA" 7,900 tons, will leave as above on 28th April, at 7 P.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.TO KOBE via SHANGHAI, YOKOHAMA.
S.S. "PERIA" 12,500 tons, will leave as above about 5th May.Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., Agents,
Hongkong, 3rd April, 1913.**STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS

HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ASSAYE ...	April 12	MONGOLIA ...	May 10	May 16
DEVANHA ...	April 26	MACEDONIA ...	May 24	May 30
CHINA ...	May 10	MAIWA ...	June 7	June 13
DELTA ...	May 24	MOOLITAN ...	June 22	June 28
ASSAYE ...	June 7	MOREA ...	July 5	July 11
ARCADIA ...	June 21	MARMORA ...	July 20	July 26
DEVANHA ...	July 5	MEDINA ...	Aug. 3	Aug. 9
CHINA ...	July 19	MOLDAVIA ...	Aug. 17	Aug. 23

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON: 1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NYANZA ...	April 16	May 18	May 23
NORE ...	April 30	June 3	June 13
NILE ...	May 14	June 17	June 27
PALAWAN ...	May 28	July 2	July 11
SUMATRA ...	June 11	July 16	July 25
NUBIA ...	June 25	July 31	Aug. 10
SUNDA ...	July 9	Aug. 14	Aug. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON: 1st SALOON £55.0 SINGLE, £82.0 RETURN.

2nd " £33.10 " £57.4

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. E. Cope.	16,000	WED'DAY, 9th April, at Daylight
	IYO MARU Capt. Hirase.	12,500	WED'DAY, 23rd April, at D'light.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	SADO MARU Capt. K. Asakawa.	12,500	TUESDAY, 8th April, at Noon.
	YOKOHAMA MARU Capt. N. Noda.	12,500	TUESDAY, 22nd April, at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino.	7,000	WED'DAY, 9th April, at Noon.
	INABA MARU Capt. M. Winkler.	12,500	WED'DAY, 7th May, at Noon.
CALCUTTA via SINGAPORE, PENANG & BANGCOON	OBYLON MARU Capt. Tozawa.	12,000	SATURDAY, 5th April.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kamoshita.	12,000	MONDAY, 14th April.
KOBE and YOKOHAMA	TANGO MARU Capt. K. Kawara.	13,500	THURSDAY, 10th April, at 11 a.m.
KOBE and YOKOHAMA	JINSEN MARU Capt. Nachida.	6,000	THURSDAY, 24th April.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. Yagi.	9,600	WED'DAY, 9th April, at Noon.
SHANGHAI, MOJI and KOBE	SANUKI MARU Capt. Richards.	12,500	WED'DAY, 9th April.

Fitted with New System of Wireless Telegraphy

† Cargo only

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMERS	TONS DISPLACEMENT	LEAVING HONGKONG
KITANO MARU	16,000	9th April
IYO	12,500	23rd April
HIRANO	16,000	7th May
TANGO	13,500	21st May
KAMO	16,000	4th June

FOR AMERICA.

STEAMERS	TONS DISPLACEMENT	LEAVING HONGKONG
SADO MARU	12,500	8th April
YOKOHAMA	12,500	22nd April
SHIDZUOKA	12,500	3rd June
TAMPA	12,500	17th June

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.

111-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NILE	About 4th April.	Freight and Passage.
SHANGHAI	DEVANHA	About 10th April.	Freight and Passage.
LONDON VIA USUAL PORTS	AS-AYE	Noon, 12th April.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, LONDON, PORT SAID and MARSEILLES	NYANZA	About 16th April.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to
E. A. HEWETT, Superintendent.
Hongkong, 3rd April, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 3rd Apr., 4 P.M.
SHANGHAI	"CHENAN"	On 5th Apr., Noon.
SHANGHAI	"HUICHOW"	On 8th Apr., Noon.
SHANGHAI	"KAIFONG"	On 8th Apr., 4 P.M.
SHANGHAI	"CHINHU"	On 10th Apr., 4 P.M.

SAILINGS SUBJECT TO ALTERATION

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
("ANHUI," "CHENAN," "CHINHU" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

S.S.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wooming.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to
HONGKONG, 2nd April, 1913. **BUTTERFIELD & SWIRE, AGENTS** [7]

HAMBURG-AMERIKA LINIE. IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SINGAPORE, HONGKONG and MANILA to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)	
TAKING CARGO at Through Rates to all European, North Continental and British Ports, also Alaska, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Atlantic, Black Baltic Sea and Ports, and all North and South American Ports.	
NEXT SAILINGS FROM HONGKONG:	
OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE and YOKOHAMA:	For HAVRE & HAMBURG:
S.S. BOYNE ... 5th Apr.	S.S. SCANDIA ... 16th Apr.
S.S. LIBERIA ... 13th Apr.	For Marseilles & Hamburg:
S.S. ALBESIA ... 17th Apr.	S.S. SPECTA ... 17th Apr.
S.S. SEGORIA ... 8th May.	For Rotterdam, Bremen, Hamburg & Antwerp:
S.S. FURST BUELOW ... 19th May.	S.S. SACHSEN ... 18th Apr.
S.S. BIRKENFELS ... 24th May.	For HAVRE, HAMBURG & ANTWERP:
S.S. SAXONIA ... 24th May.	S.S. SENEGAMBIA ... 21st Apr.
S.S. PREUSSEN ... 24th June.	For HAVRE, BREMEN & HAMBURG:
	S.S. LIBERIA ... 16th May.
	For Rotterdam, Bremen & Hamburg:
	S.S. BAYERN ... 20th May.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE, Hongkong Office. [9]

DOUGLAS STEAMSHIP CO., LD. HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

**FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.**

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIKUN" ...	Capt. J. E. Souch ...	FRIDAY, 4th April, at 10 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 8th April, at 11 A.M.
"HAIHING" ...	Capt. W. C. Passmore ...	FRIDAY, 11th April, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ...	Capt. J. W. Evans ...	{ SUNDAY, 6th April, at 10 A.M. WEDNESDAY, 9th April, at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPHAM & Co.,
GENERAL MANAGERS.

Hongkong, 3rd April, 1913.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	4th Apr.	On 26th Apr., 11 A.M.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to
GIBB, LIVINGSTON & Co., AGENTS.

TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."
INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU ...	A. G. Stevens	SATURDAY, 5th April, Noon.
TENYO MARU ...	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU ...	H. S. Smith	TUESDAY, 23rd April, at Noon.
CHIYO MARU ...	W. W. Greene	TUESDAY, 27th May, at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on SATURDAY, the 5th April, at Noon.

SOUTH AMERICA LINE.
(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING.
BUYO MARU	10,500	THURSDAY, 3rd Apr., at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.
KIYO MARU	10,500	TUESDAY, 5th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 7th Apr., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 17th Apr., 4 P.M.

For Freight or Passage, apply to
HONGKONG, 31st March, 1913. **SEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. CO.** [120]

OSAKA SHOSEN KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).	
Connecting at TACOMA and SEATTLE with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY	
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through bills of lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports to Mexico, Central and South America.	

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
↑ "SEATTLE MARU" ...	T. Saito	TUESDAY, 22nd April, at 2 P.M.
↑ "MEXICO MARU" ...	N. Kobayashi ...	WEDNESDAY, 30th April, at 2 P.M.
↑ "CHICAGO MARU" ...	S. Nemoto	SATURDAY, 17th May, at 2 P.M.
↑ "CANADA MARU" ...	K. Hori	WEDNESDAY, 28th May, at 2 P.M.
↑ "TACOMA MARU" ...	T. Hamada	THURSDAY, 12th June, at 2 P.M.
↑ "PANAMA MARU" ...	J. Kanoo	WEDNESDAY, 25th June, at 2 P.M.

↑ Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA.

↑ Calling at MOJI, KOBE, YOKKAICHI, and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PENANG & COLOMBO.

Steamer	Captain	Leaving
"INDO MARU" ...	K. Komiya ...	SATURDAY, 26th April, at 4 P.M.
"LUZON MARU" ...	H. Yamamoto ...	SUNDAY, 25th May, at 4 P.M.
"SAIGON MARU" ...	T. Yamaguchi ...	SATURDAY, 26th June, at 4 P.M.

FOR KOBE.

"LUZON MARU" ...	H. Yamamoto ...	SATURDAY, 19th April, at 4 P.M.
"SAIGON MARU" ...	T. Yamaguchi ...	WEDNESDAY, 21st May, at 4 P.M.
"INDO MARU" ...	K. Komiya ...	SUNDAY, 22nd June, at 4 P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Y. Yamamoto ...	WED'DAY, 9th April, at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokusube ...	SUNDAY, 6th April, at Noon.
"DAIJIN MARU" ...	M. Nagano ...	SUNDAY, 13th April, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro...	THURSDAY, 3rd April, at 8 A.M.

FOR CANTON.		
Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	...

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Prince Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER
Second Floor, No. 1, Queen's Building.

491-778-7

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"LUETZOW"	17,300	Thursday, 3rd Apr., at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZESS ALICE"	20,300	Wednesday, 16th Apr., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW"	16,900	About Thursday, 17th April
MANILA, YAP, MARONN, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLENZ"	6,750	Saturday, 19th Apr., at 9 A.M.
KOBE and YOKOHAMA	"PRINZ SIGISMUND"	6,000	About Tuesday, 29th April
KUDAT and SANDAKAN	"BORNEO"	5,000	End of April.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG and CHINA.
Hongkong, 3rd April 1913. [9]

BRITISH INDIA S. N. CO., LTD. A P C A R LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS	
EASTWARD.	
S.S. "ARRATOON APCAR," 4450 tons, Capt. E. F. Thomson, will be despatched for SHANGHAI and MOJI on 11th April.	
S.S. "JELUNGA," 5206 tons, Captain D. Macfadyen, will be despatched to KOBE & MOJI (YOKOHAMA if sufficient indorsement offers) on 16th April.	
WESTWARD.	
S.S. "GREGORY APCAR," 4600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 10th April.	
S.S. "DILWARA," 5378 tons, Captain Ramages, will be despatched as above on 18th April.	

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD., AGENTS.
Hongkong, 29th March 1913. [180]

MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND	AMAZONE	} On 7th Apr., at 7 A.M.
YOKOHAMA	Capt. Girard	
MARSEILLES, VIA PORTS	ATLANTIQUE	} On 8th Apr., at 1 P.M.
	Capt. Lidin	

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.	
BRITISH.	
Albany, despatch-boat, 1700 tons, 4 guns, 5,000 i.h.p., Comdr. Lamb, Hongkong.	Rosario, depot ship for Submarines, 980 tons, i.h.p. 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.
Atlas, admiral's tug, 615 tons, 1,400 i.h.p. Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. Hutton, Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. H. E. Frithard, Hongkong.	Saipa, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.
Britomart, gunboat, 710 tons, 900 h.p. Lieut. Comdr. W. E. Darvall, Canton.	Tahr, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. H. Hyder, Hongkong.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400 f.a., Comdr. Hugh P. E. T. Williams, Shanghai.	Tamir, receiving ship, 4,650 tons, 6 guns, Commodore R. [Anstruther, C.M.G., Hongkong.
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.	Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Chungking.
Clia, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. MacKenzie, D.S.O., Hongkong.	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. E. N. Cottrell-Dormer, Hankow.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. Wilkin-son, Hongkong.	Uk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Maxwell, Hongkong.
Flora, 4,300 tons, 9,000 f.d., 12 guns, Capt. Charles E. Charles F. Corbett, M. V. O. Hongkong.	Virago, torpedo-boat destroyer, 395 tons, 6 guns, 5,300 i.h.p., Lieut.-Comdr. Harold D. Alder, Hongkong.
Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Captain Cathbert E. Hunter, Hongkong.	Wellad, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Hongkong.
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Brinkenden, Hongkong.	Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, Hongkong.
Jauna, torpedo-boat destroyer, 323 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Beikam, Whithorn, Glasgow.	Widgeon, gunboat, 195 tons, 2 guns, 830 h.p., Lieut. and Comdr. J. C. F. Borrett, Kisting.
Keat, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, C.S.I., Weihaiwei.	Woodcock, gunboat, 150 tons, 2 guns, 350 h.p., Lieut.-Comdr. M. B. R. Blackwood, Yangtze.
Kinara, 615 tons, i.h.p. 1,237, Lt.-Comdr. H. Marryat, Hongkong.	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Robin W. Lloyd, Hankow.
Meina, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. E. G. C. Pace, Hongkong.	Submarines—
Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Wintace, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. E. B. Kidd, Hongkong.	No. 35, Godfrey Herbert, Lieut.-Comdr. No. 37, A. A. L. Fennor, Lieut.-Comdr. No. 39, J. B. A. Collingridge, Lieut.-Comdr. TB 035, Lt.-Com. Hanley, Hongkong.
Momouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Hongkong.	TB 036, Lt.-Com. Stileman, Hongkong.
Moorhea, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. Allen Dixon, West River.	TB 037, Lt.-Com. Nicol, West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Captain George P. E. Hunt, D.S.O., Shanghai.	TB 038, Lt.-Com. Seymour, Hongkong.
Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray, R.N., Yangtze.	
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,500 i.h.p., Lieut.-Comdr. Chambers, Hongkong.	
Bibbe, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt.-Comdr. E. J. G. Mackinnon, Hongkong.	
Robin, river gunboat, 35 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Hestwood-Nash, West River.	

i.h.p., Capt. F. C. C. Paeco, Hongkong.
 Monitor, armoured cruiser (flagship Vice-Admiral Sir A. L. Winslow, K.C.B., C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000, Capt. E. B. Kiddall, Hongkong.
 Monitor, armoured cruiser, 9,200 tons, i.h.p. 22,000, Capt. B. H. F. Bartolot, M.V.O., Hongkong.
 Moopan, river gunboat, 180 tons, 2 gun, i.h.p. 800, Lieut.-Comdr Allen Dixon, West River.
 Newcastle, 2nd class cruiser, 4,300 tons, turbine 22,000 f.d., Captain George P. E. Hunt, D.S.O., Shanghai.
 Nightingale, sea gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray, R.N., Yangtze.
 Otter, torpedo-boat destroyer, 385 tons, 6 gun, 6,500 i.h.p., Lieut.-Comdr. Chambers, Hongkong.
 Bible, T.B.D., 590 tons, 7,500 f.d., 6 gun, Lt.-Comdr. E. J. G. Mackinnon Hongkong.
 Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. Hestwood-Nash, West River.

HONGKONG TIDE TABLE.

From 3rd to 9th April, 1913.

HIGH WATER.				LOW WATER.			
Days of Week.	Days of Month.	H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.		
		h. m.	ft. in.	h. m.	ft. in.		
Thurs.	3	8 56	4 8	1 53	1 6		
		9 0	5 1	2 38	3 5		
Fri.	4	8 31	6 3	2 19	3 1		
Satur.	5	9 7	5 4	2 53	1 7		
		9 6	6 3	2 56	2 6		
Sun.	6	9 17	5 7	3 20	2 8		
		9 40	6 0	3 31	3 2		
Mon.	7	9 30	6 0	3 5	2 8		
		10 13	5 2	4 6	2 4		
Tues.	8	9 48	6 3	4 10	2 4		
		10 48	5 5	4 43	2 4		
Wed.	9	10 10	6 7	4 30	2 7		

